ADOT REQUIREMENTS

Analysis Category	Development Characteristics (d)	Study Horizons (a)	Minimum Study Area on the State Highway(s) (c)
I	Small Development <500 peak hour trips	1. Opening year	1. Site access driveways 2. Adjacent signalized intersections and/or major unsignalized street
II a	Moderate, single phase 500-1000 peak hour trips	1. Opening year 2. 5 years after opening	1. Site access driveways 2. All State highways, signalized intersections, and/or major unsignalized street intersections within a half-mile
II b	Large, single phase, >1000 peak hours	1. Opening year 2. 5 years after opening (b) 3. 10 years after opening	1. Site access driveways 2. All State highways, signalized intersections, and/or major unsignalized street intersections within one mile
II c	Moderate or large, multi-phase	1. Opening year 2. 5 years after opening (b) 3. 15 years after opening	1. Site access driveways 2. All State highways, signalized intersections, and/or major unsignalized street intersections within one mile

a) Assume full occupancy and build-out.

b) Not required if the traffic impacts of the projects are fully mitigated 10 or 15 years after opening with existing conditions plus 5-year programmed improvements.

c) An enlarged study area may be required by the Region for certain projects.

d) The number of trips shall include all trips made to the site, i.e. pass-by and diverted link trips.

TRAFFIC IMPACT ANALYSIS

An Overview

ADOT

ARIZONA DEPARTMENT OF TRANSPORTATION

Traffic Impact Analysis Overview

The safe and efficient operation of the state Highway System is a primary goal of the Arizona Department of Transportation (ADOT). A key element in meeting this goal is the effective management of access to the highway system. Those desiring access to the State Highway System from adjacent property shall apply for an access permit. Since access to a State Highway from a development may impact traffic on the highway, a Traffic Impact Analysis may be required to be prepared by the developer depending on the number of trips generated during the peak hours. In some cases, a Traffic Impact Analysis may be required based on considerations other than the traffic generated by the development.

Process

1. Existing Traffic Volumes *(Turning Movements)*
2. Existing Level of Service *(LOS)* for Each Turning Movement
3. Expected Trip Generation of Development
4. Expected Trip Distribution of Development
5. Traffic Assignment for Developement - Site Traffic
6. Future Traffic without the Development
7. Future Traffic with the Development
8. Future Level of Service with the Development
9. Improvement Plan

Contact Information

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